

Corridor Service Name:

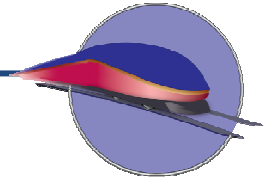
Date of Submission:

Version Number:

## High-Speed Intercity Passenger Rail (HSIPR) Program

### Track 2-Corridor Programs:

### Corridor Service Overview



Welcome to the Corridor Service Overview form for Track 2-Corridor Programs of the Federal Railroad Administration's (FRA's) High-Speed Intercity Passenger Rail (HSIPR) Program.

The purpose of the Corridor Service Overview is to (1) serve as a navigation tool for application(s) related to a particular corridor service, (2) allow applicants to present their comprehensive vision for the development of a corridor service, and (3) demonstrate regional coordination in the development of the corridor service.

**Definition:** For purposes of Track 2, a “corridor program” is “a group of projects that collectively advance the entirety, or a ‘phase’ or ‘geographic section,’ of a corridor service development plan.” (*Guidance, 74 Fed. Reg. 29904, footnote 4*). A corridor program must have independent utility and measurable public benefits.

The Corridor Service Overview lists all the applications associated with a particular corridor service (including any Track 2 programs, as well as projects applied for under Tracks 1, 3, and 4). The Overview also lists potential applications for programs and projects supporting the same corridor service that are anticipated under future rounds of the HSIPR Program. For each corridor service, regardless of the number of applicants or applications involved, a Corridor Service Overview must be submitted. In addition to a Corridor Service Overview, an applicant must submit a Track 2 Application Form for each corridor program.

We appreciate your interest in the HSIPR Program and look forward to reviewing your Corridor Service Overview and Track 2 application(s). If you have questions about the HSIPR Program or the Application Forms and Supporting Materials for Track 2, please contact us at [HSIPR@dot.gov](mailto:HSIPR@dot.gov).

#### Instructions for the Corridor Service Overview Form:

- Please complete this form electronically.
- In the space provided at the top of each section, please indicate the Corridor Service name, date of submission (mm/dd/yyyy) and an application version number assigned by the applicant. The distinct Corridor Service name should be less than 40 characters and adhere to the following convention: State abbreviation-route or corridor name that is the subject of the Corridor Service Overview (e.g., HI-Fast Corridor). If more than one State is involved in the corridor service, the State abbreviation should be that of the State that is submitting the overview; only one State abbreviation may appear in the Corridor Service name. If projects supporting the same Corridor Service were applied for under Tracks 1a, 1b, 3, or 4, the Corridor Service name must include the same “route or corridor name” that was used in those earlier applications.

- For completion of question 3, at least one corridor **program name** is required. This corridor program name must be the same name used in the Track 2 Application submitted for that program. The corridor program name must be less than 40 characters and must consist of the following elements, each separated by a hyphen: (1) the State abbreviation; (2) the route or corridor name, and (3) a corridor program descriptor that will concisely identify the program's focus (e.g., HI-Fast Corridor-Main Stem).
- For completion of question 3, one or more **project name(s)** may be required. In question 3 only list projects already submitted under another track, or exclusively utilizing funding sources other than HSIPR, or intended to be submitted in the future. (I.e., do not list projects that are exclusively components of a Track 2 Corridor Program application). When listing a project already submitted under another track, please use the exact same project name as provided in the original application. For projects not previously submitted, please use a distinct project name according to the following naming convention, each separated by a hyphen: (1) the State abbreviation; (2) the route or corridor service name; and (3) a project descriptor that will concisely identify the project's focus (e.g., HI-Fast Corridor- Wide River Bridge).
- For each question, enter the appropriate information in the designated gray box.
- Narrative questions should be answered within the limitations indicated.
- Applicants must upload this completed Corridor Service Overview as an attachment to each Track 2 Corridor Program application to which it pertains. The Overview, the applications, and all other application materials must be uploaded to [www.GrantSolutions.gov](http://www.GrantSolutions.gov) by October 2, 2009 at 11:59 pm EDT.

## A. Point of Contact and Overview Information

<b>(1) Corridor Service Point of Contact (POC) Name:</b> Gary Ridley		<b>POC Title:</b> Secretary of Transportation		
<b>Street Address:</b> 200 NE 21 <sup>st</sup> Street	<b>City:</b> Oklahoma City	<b>State:</b> OK	<b>Zip Code:</b> 73105-3204	<b>Telephone Number:</b> 405-522-1800
<b>Email:</b> gridley@odot.org		<b>Fax:</b> 405-522-0890		
<b>(2) Name of all States and organizations that are part of this corridor service:</b> ODOT, State of Oklahoma, TXDOT, State of Texas; the State of Arkansas is on the South Central High Speed Rail Corridor, and is represented by a letter of support though we do not have any projects with their state on this application.				

**Master List of Related Applications:** Please detail each activity for which HSIPR funding is being requested, or which is directly related to the Corridor Service. Applicants should list submissions for all Tracks which are linked to this Corridor Service Overview. For example, if a related Track 1a Project application was already submitted, that application should be separately listed below. If the project covered by that same 1a application is also being submitted as an element of a Track 2 Program, indicate the program when listing the project.

Row No.	Corridor Program or Project Name	Applicant	Description	Application Track	Estimated Corridor Program or Project Cost (Millions of YOE* Dollars, One Decimal)	Funding Info
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				1a	1b	2	3	4	If a "project": Is this project also included in a "corridor program"? If yes, indicate program's row number	Total Cost	Amount Applied For	
1	OK South Central HSR Corridor Improvements Tulsa to Ft. Worth	State of Oklahoma	HSIPR Corridor service from Tulsa to Ft. Worth	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		2.01b	2.01b	Currently requesting
2	Tower 55 South Central HSRC Heartland Flyer	State of Texas/TXDOT	DFW area rail congestion reduction	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		70m	70m	Already submitted un
3	BNSF FTW Sub Crossing Signal Timing South Central HSRC Heartland Flyer	State of Texas/TXDOT	AMTRAK supported to increase train speeds	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		2m	2m	Already submitted un
4	BNSF FTW Sub South Central HSRC Heartland Flyer	State of Texas/TXDOT	improve speeds through subgrade work	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		7.88m	7.88m	Already submitted un
5	BNSF FTW to Duncan,OK South Central HSRC Heartland Flyer	State of Texas/TXDOT	Phase II North Texas Directional Running	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		14.5m	14.5m	Already submitted un
6	Texas HSR South Central HSRC/Heartland Flyer-Texas Eagle	State of Texas/TXDOT	Corridor Development, NEPA and PE for HSR in SCHSRC	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			1.7b	Currently requesting
7	BNSF Saginaw to Lake Wanda South Central HSRC Heartland Flyer	Stae of Texas/ TXDOT	double track to reduce delays	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		20.5m	20.5m	Already submitted un
9	BNSF Northside Siding to Lake Saginaw South Central HSRC Heartland Flyer	State of Texas/ TXDOT	double track to reduce delays	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		13.5m	13.5m	Already submitted un
10	Texas HSR South Central HSRC/Heartland Flyer-Texas Eagle	State of Texas/ TXDOT	new HSR prelim studies and PE	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		9.5m	9.5m	Already submitted un
11				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				Already submitted un
12				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				Already submitted un
13				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				Already submitted un
<b>A. Total Costs for Corridor Programs and projects listed above (Unadjusted):</b>											3.71b	N/A
<b>B. Total costs for projects that are listed separately above (under Tracks 1a, 1b, 3, or 4) and that are included in a Corridor Program above:</b>										137.88m	137.88m	N/A
<b>C. To eliminate double counting, subtract the total in B from the total in A (this is the adjusted total cost of Corridor Programs and projects envisioned for this corridor service):</b>											2.844b	N/A
* Year-of-Expenditure (YOE) dollars are inflated from the base year. Applicants should include their proposed inflation assumptions (and methodology, if applicable) in the supporting documentation.												

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## B. Corridor Service Narrative

**(1) Corridor Service Name:** South Central High Speed Rail Corridor

**(2) Corridor Service Narrative.** *Please limit response to 10,000 characters.*

Describe the main features and characteristics of the Corridor Service, including:

- The location and description of the benefiting Corridor Service, including the State(s) and relevant jurisdiction(s) (include a map in supporting documentation).
- The service objectives for the corridor, including a description of pertinent features of the service design.
- A description of how the component Corridor Program and project applications fit together within the framework of the overall Corridor Service.
- If more than one State or organization is involved in this corridor service, a description of how you will coordinate service development and operation.

### South Central High Speed Rail Corridor Overview

The State of Texas and TXDOT and the State of Oklahoma and ODOT will be the primary beneficiaries of this corridor program. We currently coordinate and share all operations and maintenance costs on the Heartland Flyer, and the list of upgrades that will benefit this service line have been coordinated and discussed with both States, the BNSF, and AMTRAK.

The primary components of the corridor include upgrades for the existing Amtrak Heartland Flyer Service located between Ft. Worth, Texas and Oklahoma City (OKC) on the BNSF Red Rock and BNSF Ft. Worth Subdivisions. We are also expanding passenger rail service from Oklahoma City, Oklahoma to Tulsa, Oklahoma which will result in service from Ft. Worth, Texas to Tulsa, Oklahoma by the completion of our corridor requests. The expansion of service between OKC and TULSA would include the utilization of a rail alignment previously operated by the Missouri-Kansas-Texas (MKT) Railroad between Oklahoma City and Arcadia near the western terminus of the Turner Turnpike (I-44), the construction of 75 miles of new alignment adjacent to the presently disturbed Turner Turnpike corridor, connecting to an existing ODOT owned rail line, and then connecting with the BNSF Madill Subdivision crossing the Arkansas River on a new crossing facility separated from BNSF freight operations and terminating near Tulsa Union Station. Future plans involve connecting the South Central corridor to the Chicago Hub Network via either Kansas City or St. Louis, Missouri. (We are submitting studies detailing the positives and negatives of these connection options).

The substantive activities will include: 1) improvement of the existing Heartland Flyer route in Ardmore where current operating speeds are restricted 25 mph on a second main track. The improvements will increase current operating speeds to 60 mph on Main 2 and 45 mph for southbound movements on Main 1 ; 2) maintenance to the BNSF Red Rock Subdivision within the project limits including rail relay, tie replacement, and undercutting/surfacing to reduce slow orders resulting in passenger train delay and improving on time performance; 3) the installation of a second main track will be implemented between Norman and OKC to reduce rail congestion and provide additional capacity for the future expansion of rail travel in the metro area; 4) improvements to the existing Oklahoma City station will include pedestrian tunnel, elevator, platform and track improvements to facilitate expanded passenger operations and reduce rail freight delays; 5) track improvements at the Santa Fe Station will include the dedication of a Main Track utilizing a locking switch to enhancing safety for frequent passenger loading; 6) improvements to facilitate through freight train operation and direct connection to a crew layover, dispatch and refueling facility located on the urban rail corridor extending to the new High-Speed alignment adjacent to the Turner Turnpike (I-44); 7) an upgrade of the existing Santa Fe Station to allow for expanded operations necessary to facilitate passenger railroad service between OKC and Tulsa including all architectural rehabilitation, the addition of a new platform, addressing any accessibility issues related to ADA compliance including but not limited to elevators and walkways; 8) facilities necessary to provide refueling and layover facilities located near the Santa Fe Station in downtown Oklahoma City as well as the upgrade and expansion of a park and ride facility near Edmond, Oklahoma near the intersection of I-35 and western terminus of the Turner Turnpike; 9)

adjoining urban corridor will be upgraded with modern rail infrastructure including welded rail and control signaling, and the project includes provisions for the final engineering and construction of a direct connection from the elevated section at Santa Fe Station down to grade and bypassing the UPRR Harter Yard. The improvements also include the final engineering, right-of-way acquisition, track, signal and communications installations, necessary to operate the urban segment from the facilities near Harter yard up to the Edmond Park-N-Ride Station at the west end of the proposed 75 mile High-Speed alignment adjacent to the Turner Turnpike; 10) implementation of a 75 mile segment of new High-Speed rail alignment including a maintenance facility located in Stroud. The construction will include all necessary, roadbed, track, PTC signaling, and structural improvements including a dispatching center for operations on ODOT owned passenger rail infrastructure and includes the construction of the Sapulpa Park-N-Ride facility to be located at the intersection of SH-166 and US-97 Highways in close proximity to the intersection of the Creek and Turner Turnpike Facilities in Tulsa; 11) and the City of Tulsa has identified a multi-use transit hub in downtown Tulsa to be located on the BNSF rail corridor through the CBD which include connections to the station facility selected by the City as the terminal point for the OKC/Tulsa High-Speed service. This facility will be fully ADA compliant and also equipped with any layover facilities necessary to accommodate crew scheduling and maintenance personnel needs specific to the Tulsa end of the corridor.

Other general project components include completing the NEPA requirements, final design, and construction and service operations for all segments requiring such activities.

The extensive evaluation of various alternatives to connect Oklahoma City to Tulsa resulted in the realization that the existing travel time on the Turner Turnpike would dictate the type of service necessary to provide a sustainable service. Oklahoma Senate Joint Resolution # 12 ordered ODOT to conduct a study for the implementation of high-speed rail operations up to 150 mph between Oklahoma City and Tulsa. The 150 mph design criteria was based on results of the original Oklahoma Passenger Rail Feasibility Study.

Ongoing efforts are being conducted with the BNSF and TXDOT to reduce travel time on the Heartland Flyer from Oklahoma City to Ft. Worth. All of the HSIPR program grant requests concerning these efforts are listed in our corridor overview.

The Oklahoma City to Tulsa segment has been identified as an extremely important component of sustainable High-Speed passenger rail service for the South Central High Speed Rail Corridor because of the potential for through service to Kansas City or St. Louis. The existing ODOT route on the Sooner Subdivision through Sapulpa was evaluated for the feasibility of passenger rail operations by Amtrak in 1996 and 1999. The original ODOT Passenger Rail Study reevaluated those operations with an expanded scope to evaluate any national rail network connections from Oklahoma including all potentially competitive freight rail connections to Kansas City, St. Louis and Denver. Numerous service plans involving various combinations of equipment and infrastructure improvement we conducted to evaluate existing rail infrastructure purchased by ODOT to preserve freight operations between Oklahoma City and Tulsa. This alignment was found to require a significant amount of realignment and upgrade to facilitate any type of passenger service that would be competitive with automobile travel times on the Turner Turnpike. Freight and Passenger operations on the existing infrastructure resulted in operating service plan results that would not be competitive with existing automobile travel on Turner Turnpike with travel times of approximately 90 minutes under normal conditions from central business district (CBD) to CBD under favorable conditions. Preliminary travel time forecasts for the High Speed Rail initiative indicate that High Speed Rail service can be established to facilitate a travel time of just over an hour providing the connectivity needed to establish sustainable through rail service from Tulsa to the north or east as well as provide more opportunity for daily employment or other travel commuting between Oklahoma City and Tulsa.

The findings of the original studies prompted and helped justify additional Federal Funds in 2002 to further evaluate the proposed OKC to Tulsa High Speed route. The "fly mapping" funding received from Federal Railroad Administration (FRA) in 2002 was a component of the only funding mechanism established in the United States specifically for the development of High Speed rail operations and a precursor to present day high-speed development opportunities. The fly mapping information collected on the corridor alternatives established between Oklahoma City and Tulsa provided the survey information necessary for the final design of the corridor. That event further positioned the State of Oklahoma to compete for funding at a national level and efficiently establish true High-Speed operations between Oklahoma City and Tulsa.

The proposed rail high-speed alignment between Oklahoma City and Tulsa was developed through the evaluation of six corridor alternatives comprised of various combinations of two primary corridors with alternative options on the urban ends of the proposed corridors. All of the alternatives provided connection the Santa Fe train Station in Oklahoma City's Bricktown and the Tulsa CBD. The number of core corridors potentially available for consideration as alternative routes were limited by the stringent operating requirements necessary to compete with the existing Turner Turnpike. The

average length of the corridors evaluated range between 105 and 111 miles dependent on the core route and end connection alternatives selected. All the proposed corridors would facilitate an overall travel time of just over an hour when operated utilizing Express High Speed Rail operations (150 + MPH).

**PRA Public Protection Statement:** Public reporting burden for this information collection is estimated to average 16 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for this information collection is **2130-0583**.